

REMARKS

The rejection of Claims 1-33 as being anticipated by Clancey et al. under 35 USC §102(b) is traversed and reconsideration is respectfully requested.

Claim 1 has now been amended to make clear that the operative connections of the alternator with the flywheel and the sizing of the alternator is such to provide inertia and cooling for the engine in addition to the electrical power as described at [0033] of the Specification.

It would amount to pure speculation, rather than record evidence, to suggest that the Clancey et al. wound rotor 420 is either operatively arranged or sized to provide inertial for the engine and/or engine cooling. Instead, Clancey et al. disclose the typical arrangement in which the flywheel provides the inertia and cooling and the alternator provides only the electrical power. They never recognized the advantage of configuring the flywheel/alternator assembly as a way of carrying out multiple functions to both eliminate excessive components and reduce weight to the extent achievable with the present invention.

In addition, the Patent and Trademark Office has not demonstrated how any of the features found in Claims 2-33 are taught or suggested in the Clancey et al. patent. As such, no prima facie case has been made concerning the patentability of these claims

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If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #029211.52672US).

Respectfully submitted,

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